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REPORTS OF OFFICERS

PAPERS OF 1909-1911

OFFICERS

FOR [illegible]

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Port Hope, Ont.

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MR J J WELLS
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MR A McISAAC

The Thunder Bay Historical Society

Reports of Officers and Papers of 1909-1910

THE MORNING HERALD PRESS 1911

Peter McKellar

President's Address

To the Members of The Thunder Bay Historical Society:

I beg to make the following short statement, at the close of the second year of existence of this Society. I may review briefly our progress from the commencement, as it does not appear in former print.

Within the last decade several attempts have been made to establish an Historical Society under different names, as Thunder Bay, Fort William or Port Arthur Historical Society, Old Timers, Pioneers, etc., all of which died out after one or two meetings, until the present Society was formed.

The Inaugural Meeting of the Thunder Bay Historical Society was held in the City Hall, Fort William, Ontario, on the 2nd of October, 1908, with Mr. Joshua Dyke in the chair. After an address by Mr. Barlow Cumberland, President of the Ontario Historical Society, the Society was organized and the following officials elected:

President, Peter McKellar, Fort William.
1st. Vice President, A. L. Russell, Port Arthur.
2nd. Vice President, J. C. King, Port Arthur.
Secretary Treasurer, A. McNaughton, Fort William.
Executive Committee—Messrs. J. J. Wells, W. Phillips and A. Calhoun, Fort William, and J. J. McKie and L. C. Dobie of Port Arthur.

Several resolutions were passed, the nature of which were [illegible] and contentious, such as the holding of meetings alternately in the two cities and the dividing of officials into two parts and electing each part alternately from the [illegible] each year.

Of the nine officials elected, only the Vice-President from Port Arthur and the President and one member of the executive (Mr. A. Calhoun) from Fort William, attended or took part in any of the meetings thereafter.

Mr. A. Calhoun kindly consented to accept the position of Secretary-Treasurer and we continued as best we could, expecting the other officers would come in, so that we would be in a position to apply for affiliation with The Ontario Historical Society. Toward the close of the year it became evident that the Society would have to be taken up or reform and make new regulations.

I was anxious that the Society should continue, as otherwise with each passing year some valuable local traditions

would be lost to the future history. Thereupon I laid the matter before a general meeting of the qualified members of the Society showing the necessity of making the constitution non-sectarian and with the majority [illegible]. The meeting was unanimous in making the change and authorized the President and Secretary to draft out a form constitution for presentation, correction and adoption, at the next meeting. The new constitution was discussed, clause by clause, and unanimously adopted, and now appears in print. The official [illegible] were filed and application was made for incorporation by affiliation with the Provincial Society. We were informed that our application would be acted upon at the next general meeting.

Five or six original valuable addresses were given the first year, and are presented in the first Annual Book.

The addresses this second year, as will be seen in this Annual Book are valuable though few in number. For the latter result I am responsible on account of being away in California for five or six months. Nevertheless, there were several profitable meetings held during the year, some of them were wholly social and highly enjoyed by the members.

We can now confidently look forward to increased prosperity. The importance of the work is being appreciated by reason of the presentation of the Annuals. Hereafter there will be no lack of [illegible] papers to record.

At the next January meeting, there will be a paper by Miss M. Black on the Fort William [illegible]; one by Mr. A. A. [illegible] on the Fort William Indian Treaty, 1850. In March [illegible] by Mr. W. J. Hamilton on the famous [illegible] Mine, and one by [illegible] on old [illegible]. [illegible] Mr. J. [illegible] will read a paper on Early [illegible]. Mr. D. [illegible] one on the [illegible] and the [illegible], one on the contest between Thunder Bay and Nepigon for the terminus of the Canadian Pacific Railway on the [illegible] Lakes.

During the present year I expect many papers will be read and in publication they may require to be abridged, while the [illegible] full must be retained [illegible]. The Executive will attend to this matter.

The Society is growing, there being nearly [illegible] on the roll now. Will a little effort the number can be greatly increased.

The reports of the Secretary and Treasurer will also appear in this Annual also one of the individual writers I think it will improve the standard of the Annuals of the Society I am sorry that the matter of individual illustrations in the first book was overlooked

MRS [illegible] P[illegible]

Secretary's Report

In reviewing the work of the Thunder Bay Historical Society during the year of 1909-1910 the second year of its existance we find much to encourage us to continue this work of preserving the early history of our district, and awakening greater interest in the early records

During the year October 28th 1909 to October 10th, 1910 inclusive this Society held five regular meetings and one Executive meeting. Interesting discussions and bright, well prepared papers were the rule at all these meetings. Many were the plans made for furthering the work of the Society and those members who have attended the meetings throughout the year feel they have been repaid in full ert measure and are today better informed in regards to the early history of this portion of Canada than they otherwise would have been

As the papers read at the meetings of the year will be published it is unnecessary to comment upon the same in this report

It was with deep regret that we were forced to accept the resignation of Mr A Calhoun from the office of Secretary which took effect at the end of January 1909

During the year most of the meetings have been held at the homes of the members and in this way a more social time has been enjoyed as the hostesses in every case have, after the business of the meeting served refreshments and a delightful happy time was in order while the merry chat and personal reminiscences over the tea cups The hostesses who so kindly provided hospitality during the year for the Society were Mrs. Peter McKellar Mrs John King and Miss Stafford

Respectfully submitted

MARY A SUPPER,

Treasurer's Report

The balance on hand at the beginning of the year was $31.10. Since then $17.50 has been paid in for fees, making a total of $48.60. The expenditure for the year was $1.75 for a minute book, $17.00 for the printing of three hundred copies of the by-laws, and $5.00 for a strong box in which are stored books, papers, and documents of value. Here are preserved important pictures, photographs, and maps. The Society is now in a position to receive more materials relating to the early days, and to keep all in safety in this repository, the iron box. The total expenditure being $23.75, the amount in the bank to the credit of the Society is $24.85.

Through the liberality of our highly-esteemed president, Mr. Peter McKellar, the members of the Society have been made recipients of two handsome Year Books at a cost of about two hundred dollars. The Year Book for 1908-1909 is a very handsome book, displaying great care and artistic work in its composition. It contains all the papers read at the meetings of the Society during the year, and photographs of interest in the history of Fort William. The Year book for 1909-1910 speaks for itself.

This handsome gift from Mr. McKellar is indicative of the deep interest taken by him in the welfare of the Thunder Bay Historical Society, and [illegible] for the Society long and continued prosperity.

CHRISTINA CAMERON GRANT,

Treasurer.

February, [illegible]

D M Keller

The Red River Expedition

By M. D. McKELLAR

The way I come to take part in the Red River Expedition in the summer of 1870 was as follows—

It was a memorable season in the history of Thunder Bay, on account of the military expedition, commanded by Col. Wolseley (now Lord Wolseley) that passed through here on the way to Fort Garry. Mr. S. J. Dawson was in charge of transportation. It was an unusually wet summer, which threatened disaster to the undertaking, on account of the miry condition of the newly built roads over clay lands from Thunder Bay to Shebandowan Lake, a distance of forty-six miles. The season was far advanced when the expedition arrived at Thunder Bay, owing to the delay at Sault Ste. Marie canal. It was evidently necessary that the troops should get back before the freeze up, and it was evident that the water route must be used to its fullest extent in forwarding the boats, as it would be impossible to take them by the waggon roads. The voyageurs were sent to take the boats up the Kaministaquia River. They succeeded in getting as far as the Mattawan Station on the Mattawan River, a distance of twenty-six miles, or a little over half way to Shebandowan. In the meantime, while the voyageurs were engaged on this section of the route, Capt. Young, of the 60th Rifles, with his company, without regard for the voyageurs, undertook to take the boats on the Mattawan River. After being away for some time he returned with the boats, and reported that the route was impassable, and that the boats would have to go by waggon, and from there point. This would be disastrous, as the road were in a very bad condition, and the large quantity of supplies, ordnance, the boats had to be carried over them. Col. Wolseley reported to Mr. S. J. Dawson, who was responsible for the route, and even accused him of misrepresentation as Mr. Dawson had assured that the boats could be taken from Thunder Bay to Shebandowan Lake by water. Colonel Wolseley states as Mr. Dawson told me that he had reliable information from Capt. Young, who had examined the route, and that it was impossible to take the boats by way of the river from Mattawan, and wanted to know what was to be done. Mr. Dawson being well acquainted with the family, and knowing what had much experience in [illegible] part of the country as well as [illegible]

for many years and knew the Indians who knew these rivers, sent a messenger to our home for my brother, John McKellar. When he got the reply that John was not at home, [illegible] the messenger to get any one of the McKellar men to come to him without delay, as he had [illegible] matters under consideration. I, being at [illegible] [illegible], went to see him and he told me about the [illegible] [illegible] on the line way. He said: "I want you to go up to Mattawan [illegible] and take the boats up the Mattawan and Shebandowan Rivers to the Oskondagee River. Take with you a crew of the local Indians from the Mission at Fort William. Here is a letter [illegible] the foremen along the line authorizing them to give you any men, boats or supplies or anything that you may want. See that you get the best, so that you will be able to open up the route." He suggested taking Iroquois and Sault Ste. Marie Indians along with the local Indians. I selected ten local Indians, ten Iroquois and ten Sault Ste. Marie Indians. We arrived at the Mattawan and picked out three boats. While fitting them up for the trip Capt. Young, who was camped on the opposite side of the river, came across to where we were working and said to me: "You can [illegible] yourself all the trouble, for there are not men enough in the expedition to take the boats up the river." [illegible] [illegible] [illegible] the first thing [illegible] [illegible] [illegible] [illegible] from [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] took the [illegible] [illegible] Indians [illegible] [illegible] there [illegible] [illegible] Sault Ste. Marie Indians and [illegible] [illegible] hard [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] reached [illegible] rock [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] north bank [illegible] higher [illegible] [illegible] [illegible] [illegible] but we could reach [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] and [illegible] [illegible] [illegible] feet [illegible] [illegible] ten or fifteen men [illegible] [illegible] [illegible] pull a boat [illegible] along, with a couple of men on each [illegible] to keep [illegible] [illegible] [illegible]. We soon [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] water [illegible] wall and [illegible] [illegible] [illegible] a short distance when [illegible] [illegible] impossible [illegible] together. [illegible] examination [illegible] [illegible] a detour of [illegible] a mile and a half [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] making a portage [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] rapid. The

portage [illegible] a comparatively high range but the slope [illegible] after we had learned a road [illegible] before.

[illegible] the portage to Oskandago Station on account of [illegible] there were no seri[illegible] rapids that required [illegible]

[illegible] we arrived at Oskandago Station [illegible] having been on the [illegible] in the morning.

The [illegible] was now [illegible] proved a complete success.

[illegible] was camped here and rush[illegible] He was [illegible] and surprised and said [illegible] "How did you get here?" I understood it to be impossible to [illegible] The news soon [illegible] along the line [illegible] of a [illegible] road [illegible] Lake. It was [illegible] that [illegible] could be used to great advantage [illegible] as boats the last [illegible] from which point [illegible] road. This [illegible] after the man who sur[illegible] road afterwards, when [illegible] our new route.

The [illegible] mistake made by [illegible] in trying to take [illegible] At the first [illegible] against [illegible] floated [illegible] the men [illegible] reach [illegible] the sta[illegible] [illegible] been [illegible] reached [illegible] and blamed the voya[illegible] [illegible] of the company [illegible] the [illegible] with the [illegible] voyageur in the [illegible] Then [illegible] was to leave [illegible] and [illegible] The [illegible] and the transport [illegible] all the wa[illegible] [illegible] wagon road and [illegible] equipment [illegible] all the [illegible] moved [illegible]

D. McKELLAR

Girlhood Days of Earlier Port Arthur

By MRS. BELLE ROBB

Since asked to write on this subject, there are two lessons, at least, I have entered—one on the destructiveness of anything that might be of use in the way of letters for reference another on the need of keeping a diary that alone would have simplified the whole thing.

I suppose each and every girl thinks her girlhood days the happiest but it is doubtful if there were any happier days than those of fifteen or twenty years ago or more. The solid pleasures were to be had the stuffier amusements and ties were almost unknown. A girl figuring at a junk tea, or even opening the door at one was never indulged in but the more healthful pleasures were popular such as tobogganing skating and all other out-of-door exercises.

But to really get started I suppose I should begin at the days of the discovery of Santa Claus the night I sat up until twelve o'clock to make sure he did not come down through the chimney—as I had been hearing things. That old Santa was a myth. Having put our father dressed up as I was rewarded for my curiosity and trouble of sitting up late I became aware he was an impostor. Santa Claus. I must not forget to say the present he brought to each of my possessions (a plate)—the cup and saucer belonging to the set were broken long ago. The wonderful revelation was passed on to other young friends but the stocking was hung up religiously every Christmas eve and has continued to do so ever since, only in a different way—hanging up.

The girls and boys about this time looked forward much to Dominion Day with its Indians and Squaws, canoe races, walking the greasy pole, etc. The annual and humorous procession was of special interest to the girls—of seeing George Mathews (as we called him because we liked him) dressed up as an Indian. He never failed to recognize us as he passed by in ways waving his hand at us.

For Dominion Day we had in a special supply of fire-crackers. The first one awoke us in the morning was to call the rest of the crowd by means of the salute of a fire-cracker. And

needless to say, the day was full to the brim with fun.

Another popular amusement with the girls was riding on rafts made of logs nailed to a few boards and pushed along by means of a long pole. This particular amusement struck terror to the hearts of our fathers and mothers, for many a time were we blown out into the lake and had to be rescued by the older ones.

Other amusements were rowing around under the docks, often having to duck our heads, also fishing for sunfish, catching polly-wogs and putting them in bottles, searching for agates was of great interest to us, the finding of beetles and all sorts of other insects.

Trolling was great sport to the girls and even the boys, as they expected to be invited in to supper for helping take the fish off the hook. We often played truant to enjoy our selves in this way, quite willing to take chances on being punished.

About the time mentioned our little public school, a [illegible] building, was situated in the old government yard as it was called. The house was standing there until two years ago when it was torn down to make room for the Pagoda and the Canadian Northern Hotel, now under construction. Our school teacher in this building was Mrs. Langrell, wife of Mr. F. P. Langrell, now of Woodland, Manitoba, who was later a teacher in the Public School. The term spent in this school seems almost a blank, [illegible] impressed on my memory. This must have been near the Sault Ste. Marie days—on the other side of [illegible] report.

Later on as the village or town grew larger a school was built on the present site of the Central Public School with Mr. Langrell as teacher. An efficient one he was, and we [illegible] appreciated his worth and patience. [illegible] were the pranks we played, the discipline in those days requiring the patience of Job.

At the time I mention, our present [illegible] Park was partly a swamp where we at recess used to ramble, finding cranberries, raspberries, sometimes wild roses in their due parts. Quite distinctly I remember when there was a Catholic cemetery [illegible] in the park, of one of our school mates ([illegible] Joseph [illegible]). Often during recess we watched her sister [illegible] taking advantage of the opportunity by saying a prayer, so devout was she—we were not much so [illegible] afraid as we looked upon her as [illegible] of our [illegible] character when she made the Sign of the Cross.

Last year when they were excavating for the new Collegiate [illegible] quite [illegible] to hear of one old schoolmate's remains being unearthed, as there is no record of them ever having been removed as far as I know. This may [illegible]

gruesome but I thought it might interest some of you.

To get back to the fun-and-pleasure-of-girlhood-subject as we got more grown up, we had Hallowe'en parties, played tricks, which consisted of tubs of water in which we would dive for apples, or an occasional rap on a neighbor's door, or a tick-tack on our own window. Then on St. Valentine's day, sweet messages were exchanged, or ugly, home-made ones instead - sometimes written in the following flattering tones:

You break more looking-glasses than hearts etc, but the glasses were just as hard to break as the hearts. Sometimes they lasted for years notwithstanding the rough usage.

With the Hallowe'en trick playing over, the exchanging of Valentines past, our attention seemed to turn to other amusements. Occasionally a birthday party was indulged in — the young host or hostess supplying us with slips of paper, accompanying the name of a guest, supposed to be your sole partner for the rest of the evening which meant partner for the first dance or as many more as your generosity permitted, for supper, and partner to be escorted home,—whether congenial or not. In those days they were human, just as they are today, and many a time we drew partners that caused us to smile outwardly and sometimes swear inwardly.

Then again there were such as parties the neck tie being an excuse to draw a partner, an excellent thing for the bashful young man of a few years ago and perhaps a good suggestion for some of the present day.

Girls of the time mentioned were quite domesticated. They could sew knit bake do many kinds of work from which they are now spared or deprived. I hardly know which to say. In these days there are so many labor saving devices.

As I have gradually reached the time of the more modern girlhood days I find my subject getting threadbare and worn-out but I will not stop without mentioning that the amusements of the girls a number of years ago were much more innocent than those of now-a-days the minds of the twelve-year-old today comparing more with the seventeen year-old of twenty years ago.

Such a thing as a "Kid's Opera Society" or Children's Orchestra as they have in Port Arthur and Port William would be unknown and now I wish every Fort William and Port Arthur kid as happy a girlhood as ours as the earlier days of Port Arthur.

NELLIE DOBIE.

November 20th 1910.

MR. HARRY SELLERS

The Early History of the Handling and Transportation of Grain in the District of Thunder Bay

Paper by MR. HARRY SELLERS

With the completion of the C. P. R. line from Lake Superior to the West in 1883 means had to be provided for the handling of such grain as might be offered for sale or shipment East. A temporary arrangement was first installed, sheds being built for the purpose at West Fort William and Port Arthur, No. Five dock and Marks' dock being used also. The first boat to take grain via Lake Superior from the North West was the S. S. Erin, Capt. Sullivan, Master, who is still [illegible] on the [illegible]. This was in the fall of 1883, a large portion of her cargo being transferred by cars from the Grain Sheds to Marks' Wharf and loaded by wheelbarrows thro' chutes made for the purpose, and shovelled back. The balance of the cargo was taken on in bags from No. 5 dock, a rather primitive and [illegible] process as compared with modern methods. It was, however, loaded, and that seemed to be the main point.

The next step was the erection of the elevator known now as Kings Elevator, Port Arthur, a small one as compared with others, 350,000 bushels capacity. This building was started in the fall of 1883 and was ready for business for the crop of '84. The first boat to load at this building was the Acadian, Capt. Malcolmson, Master. Up to this date no serious idea seems to have been taken of the enormous productive qualities of the Great North West, but the crop of '84 showing such an increased percentage, it became imperative that something more should be done. The result was the building at Fort William of Elevator "A," built by the B. & B. department of the Canadian Pacific Railway, by the [illegible] Bros. in charge, with a capacity of 1,000,000 bushels, with the ability to unload nine cars simultaneously (this was one of the [illegible] of the [illegible] at that time). The building was finished in sufficient time to take in a large portion of the '84 crop that is during the winter of '84. There was no great

quantity taken in, as owing to the lack of dredging in the Kaministiquia River, the outside channel and inside the river was somewhat tortuous, the consequence being that Elevator "A" at Fort William only received the overflow from the elevator at Port Arthur, the C. P. Ry. boats refusing point blank to go up the river.

The schooner "Sligo," owned by Messrs. Graham & Horne, had the honour of being the first boat to take grain from the first elevator built at Fort William in the early spring of '84. The writer weighed the grain, the late John Carney was foreman. Speaking from memory the cargo taken by the "Sligo" was 17,000 bushels. This sounds small compared with the present day loading, it being now no uncommon thing for a vessel to come alongside an elevator and load [illegible] bushels.

I have previously spoken of the objection made by the C. P. R. boats to loading up the river, the result being that we were compelled to load up the grain in cars, transfer them to Port Arthur and load them in the boat through the Port Arthur elevator. Other boats seeing this, were not slow to avail themselves of this privilege and up to that time most of the unloading was done in Port Arthur. It saved them considerable time if they did not have to go to Fort William. Up to this time more or less dredging had been done in the river. [illegible] Mr. [illegible] Resident Engineer of the C. P. R., took the position that there was sufficient depth of water in Fort William and volunteered to pilot one of the C. P. R. boats into Elevator "A" to load and take her out. The S. S. "Algoma" was the one chosen, Capt. Moore Master. She was fully loaded and taken out with no trouble. This occurred about June [illegible] 188[illegible]. After this, boats continued to load with more or less regularity. The crop of '8[illegible] [illegible] rather [illegible] on that came through the C. P. R. was on[illegible] [illegible]. The year following '86 much greater than [illegible] the crop of '87 an immense one exceeding [illegible] and [illegible]. It came on a [illegible] of unpreparedness. Both the Port Arthur and Fort William Elevators were filled up pretty well. From the time we had been in operation [illegible] month the shipments hardly equalling the receipts, the consequence was that by January 1st, 1888, the elevators were filled up and to prevent a blockade on the road, the Grain Sheds were again utilized at Port Arthur and West Fort William. In addition to these an enormous shed was built immediately back of where Elevator "F" now stands to hold 800,000 bushels. This was built by the C. P. R. under the superintendence of Mr. W. J. Ross. Grain was unloaded into this shed as rapidly as it could be erected and [illegible] twenty gangs of men working night and day to relieve the congestion, and by the time the carpenters were through the whole shed was filled up

Some idea may be formed of the immense amount of labor required to fill these shells when it is stated that it all had to be loaded into wheelbarrows with hand shovels and wheeled a distance of 90 to 120 feet, 16 feet high, besides weighing each load on a platform scale. Nevertheless, each gang of [illegible] unloaded [illegible] cars per day, and working from 8 to [illegible] [illegible] unloaded from 50 to 60 cars per [illegible] and kept the [illegible] line open. There are men still in the [illegible] in Port Arthur and Fort William and some who are now working at these places who will still retain a vivid recollection of this work, how it was done in the depth of a very [illegible] winter, the snow that year being the deepest the writer has seen in [illegible] years.

After the above experience elevators followed each other in rapid succession.

Elevator "B." Designed and built by Mr. W. J. Ross, capacity 1,000,000 bushels, was finished and ready for the 1890 crop. This elevator since destroyed by fire, (see photo) has been replaced by a modern fireproof house.

Elevator "C." Storage house filled from Elevator "A." Designed and built by Mr. J. A. Jameson. Capacity 1,250,000 bushels, built in 1890, material, wood.

Elevator "D." Built in [illegible] by the Steel Storage and Elevator Construction Co. of [illegible], material steel, capacity [illegible] 000 bushels, working house destroyed by fire, since rebuilt and enlarged.

Elevator "E." An annex to "B," built by the MacDonald Engineering Co., of Chicago, material steel, capacity 1,000,000 bushels.

Up to the time [illegible] all these facilities for handling grain had been built and erected by or at the instance of the Canadian Pacific Railway. Now another factor appears upon the scene, the Canadian Northern Railway. They have now a line through from Port Arthur to Winnipeg and the West, and in March, 1902, they were ready and receiving grain in their elevator at Port Arthur, now known as Elevator "A," built by Mr. J. A. Jameson of Montreal, 1,250,000 bushels capacity. This plant has since been added to and now consists of two working houses, combined capacity 2,000,000 bushels, with fireproof tile storage capacity of 5,000,000 bushels, total capacity [illegible] bushels. For further description see Appendix with photo attached.

Following the Canadian Northern, other elevators followed having no connection with any railway company and privately owned. The Consolidated, Ogilvies, The Western, Muirhead & Jacks, The Thunder Bay, Davidson & Smith. The latest addition is the G. T. P. Elevator on the [illegible] River, Fort William, capacity [illegible] 250,000 bushels, entirely fireproof and [illegible] [illegible] of the most modern construction.

*For further description of these last buildings, see Appendix.

To Summarize.—The first grain so far as I am able to ascertain was shipped out from Flat warehouses from Port Arthur, on the Str. "Erin," in the fall of 1883. An elevator was built in Port Arthur to take care of the crop of '84, followed by the building of Elevator 'A' at Fort William.

Crop receipts in 1885 at this point amounted to 1,500,000 bushels. In 188[illegible] it jumped to 4,300,000 bushels. These figures were not exceeded until 1892, when 5,000,000 bushels was handled. At the present time over 110,000,000 bushels are handled. The above figures are not total crop figures and take only into account what has passed Port Arthur and Fort William elevators neither do they include what has been used as flour, seed, etc., in the west or gone through by other routes.

The total value of elevators in 1883 was $ 340,000.00
The total value of elevators in 1910 was . . 8,700,000.00

The two first elevators built still stand and are doing business today, that is King's Elevator at Port Arthur and Elevator 'A' at Fort William. I wish I could say as much for the old employees who were there 27 years ago. There is considerable change in the personnel of the staff. The late John [illegible], also [illegible] Blair and others, have seen their last [illegible] [illegible] and their last boat depart. There are still some of the old gang left who remember the time when the bush was close to the elevator and the river was noted more by the pickerel, perch and pike than it was by the boats. The names that come readiest to my mind are: Joe Davidson, John McAvoy, Jos. Redden, John Redden, W. Irwin and lastly M. M. Sellers who was [illegible] Superintendent of the C. P. R. System for the first period of twenty years.

HARRY SELLERS,
Supt. P. A. El. Co.

Port Arthur, No[illegible] 2[illegible]th, 1910.

APPENDIX

Statement showing [illegible] at Fort William and Port Arthur giving the style of construction [illegible]

FORT WILLIAM

C. T. I. TERMINAL ELEVATOR

Concrete and steel. Workhouse capacity, [illegible] bushels. Storage capacity, 2,500,000 bushels.

BLACK AND MUIRHEAD ELEVATOR

Wood. Capacity, 11[illegible] bushels.

WESTERN TERMINAL ELEVATOR

Tile and steel Workhouse capacity 100,000 bushels Storage capacity 7801 000 bushels

CONSOLIDATED ELEVATOR

Description as above Also Annex concrete and steel Capacity 6[illegible],000 bushels.

OGILVIE ELEVATOR

Steel workhouse Capacity 4 [illegible]00,000 bushels Annex, reinforced concrete and steel Capacity 490,000 bushels.

EMPIRE ELEVATOR

Wood workhouse Capacity 600,000 bushels. Annex Iron Capacity 1 200,000 bushels

DAVIDSON & SMITH

Wood Capacity 80,000 bushels

C N R ELEVATORS

B Tile Capacity 482,000 bushels
E Steel tanks Storage Annex to D) Capacity 1 926,000 bushels.
A Wood Capacity 1 [illegible]39 000 bushels
C Wood Capacity 1 [illegible]6 00 bushels
D Tile Capacity 330,000 bushels Steel storage. Capacity about 1 500,000 bushels

PORT ARTHUR

C N R ELEVATORS

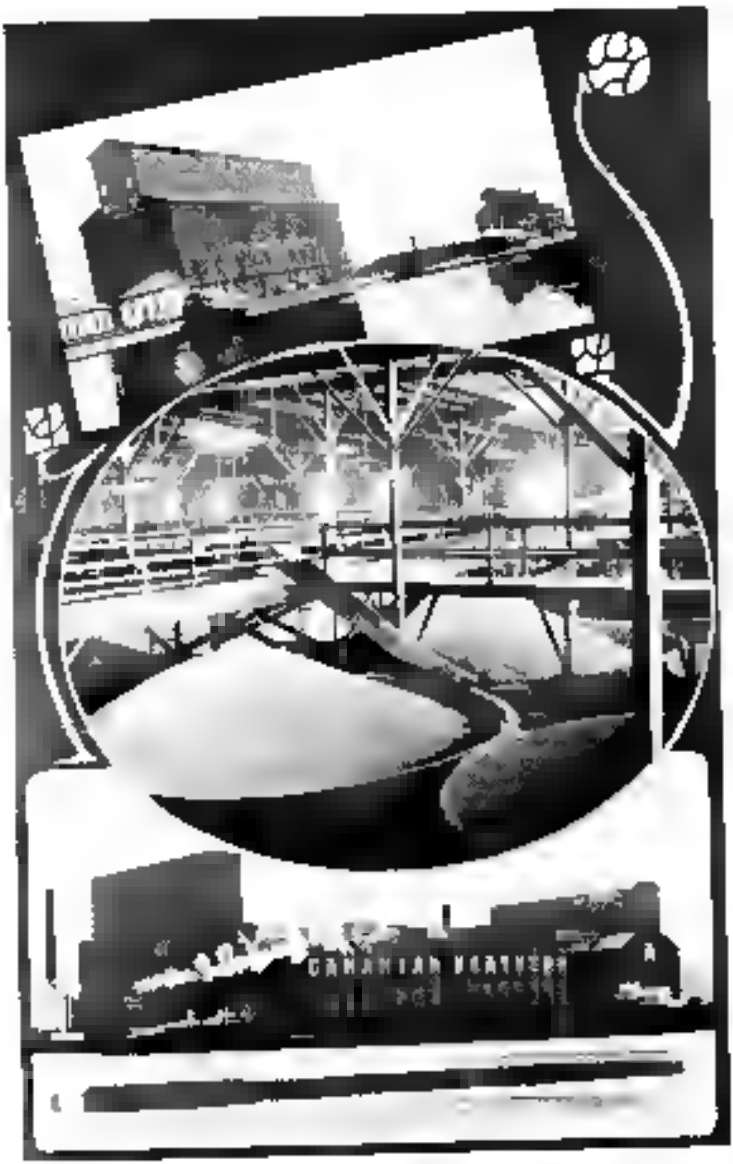
A Wood Capacity 1 [illegible]000,000 bushels
B Wood Capacity [illegible]1,000 bushels
Storage part. Tile tank Capacity 4 500 000 bushels

THUNDER BAY TERMINAL ELEVATOR

Workhouse, wood Capacity [illegible]80,000 bushels. Storage part concrete tanks. Capacity 1 141 [illegible]00 bushels

KING ELEVATOR

Workhouse wood Capacity 250,000 bushels Storage part concrete tanks two spouts Capacity 360 000 bushels


CANADIAN

List of Members

Since Organization of Society

Mr. and Mrs. D. R. [illegible]
Mr. and Mrs. Alex Cuthb[illegible]
Mr. and Mrs. [illegible] R. Cla[illegible]ke
Mr. and Mrs. C. F. [illegible]raham
Mr. and Mrs. M. J. Ham[illegible]on
Mr. and Mrs. John King
Mr. and Mrs. A. H. [illegible]
Mr. and Mrs. Mac[illegible]
Mr. and Mrs. [illegible] McKellar
Mr. and Mrs. F. C. [illegible]rry
Mr. and Mrs. W. [illegible]
Mr. and Mrs. A. [illegible] [illegible]well
Mr. and Mrs. A. Snelgrove
Mr. and Mrs. [illegible] J. Weir
Mr. J. McLaurin
Mrs. [illegible]
Miss M. [illegible]ark
Mrs. C. [illegible]
Miss Stafford

Mr. J. R. Duncan
Rev. H. Hull
Mr. H. [illegible]arkness
Mr. H. McKellar
Mr. W. McC[illegible]
Mr. [illegible]
Captain Walpole [illegible]
Mr. A. [illegible]
Mrs. [illegible] H. Sl[illegible]
Miss Dobie
Miss M. [illegible]
[illegible] Black
Mr. [illegible] Freeman
Mr. R. M. Hamilton
Mr. D. Ke[illegible]r
Mr. A. McNaughton
[illegible] O[illegible]ver
Mr. J. Ra[illegible]ble
Mr. W. Smith

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REPORTS OF OFFICERS
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PAPERS OF 1909-1910

OFFICERS

FOR 19 0 1

HONORARY PATRON

MR BARLOW CUMBERLAND
President Historical Society
Port Hope Ont.

PRESIDENT

MR PETER McKELLAR

FIRST VICE PRESIDENT

MR JOHN KING

SECOND VICE PRESIDENT

MISS SARAH STAFFORD

SECRETARY

MRS G H SHIPPER

TREASURER

MISS GRANT

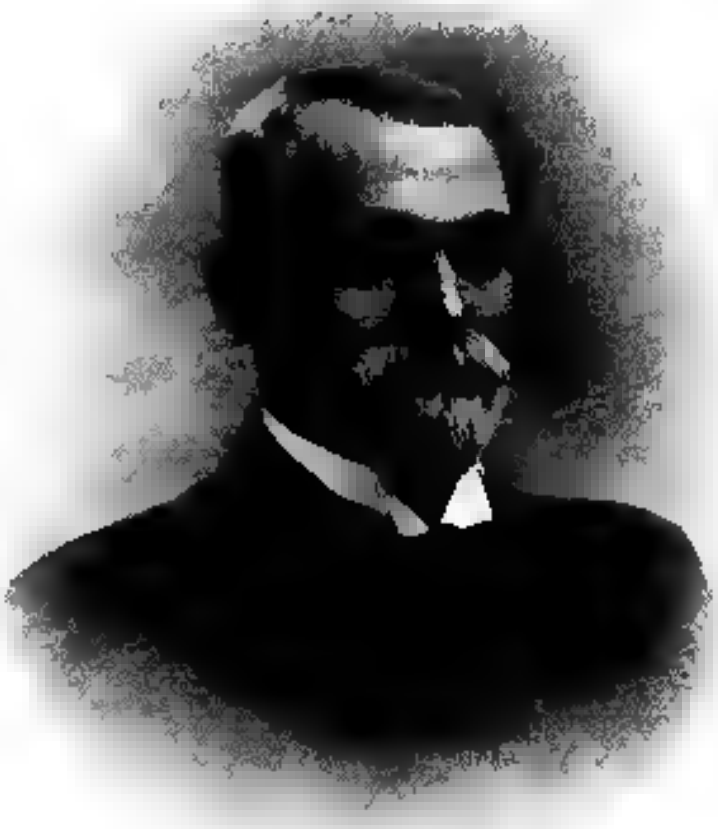
EXECUTIVE COMMITTEE

MR J J WELLS
MR H SELLERS
MR W J HAMILTON
MR A McISAAC

The Thunder Bay Historical Society

Reports of Officers and Papers of 1909-1910

THE MORNING HERALD PRESS 1911



Peter McKellar

President's Address

To the Members of The Thunder Bay Historical Society

I beg to make the following short statement at the close of the second year of existence of this Society. I may review briefly our progress from the commencement as it does not appear in former print.

Within the last decade several attempts have been made to establish an Historical Society under different names as Thunder Bay, Fort William or Port Arthur Historical Society, Old Timers, Pioneers etc all of which died out after one or two meetings until the present Society was formed.

The Inaugural Meeting of the Thunder Bay Historical Society was held in the City Hall, Fort William, Ontario, on the 2nd of October, 1919, with Mr. Joshua Dyke in the chair. After an address by Mr. Barlow Cumberland, President of the Ontario Historical Society, the Society was organized and the following officials elected:

President—Peter McKellar, Fort William.
1st Vice President—W. J. Russell, Port Arthur.
2nd Vice President—J. D. King, Port Arthur.
Secretary Treasurer—A. McNaughton, Fort William.
Executive Committee—Messrs. J. J. Wells, W. Phillips and A. Calhoun, Fort William, and J. J. Meikle and J. C. Dobie of Port Arthur.

Several resolutions were passed, the nature of which were sectional and restrictive, such as the holding of meetings alternately in the two cities and the dividing of officials into two parts, and electing each part alternately from the cities each year.

Of the nine officials elected only the Vice President from Port Arthur, and the President and one member of the executive (Mr. A. Calhoun) from Fort William, attended or took part in any of the meetings thereafter.

Mr. A. Calhoun kindly consented to accept the position of Secretary Treasurer, and we continued as best we could, expecting the other officers would come in so that we would be in a position to apply for affiliation with The Ontario Historical Society. Towards the close of the year I became evident that the Society would have to close up or reform and make new regulations.

I was anxious that the Society should continue as otherwise with each passing year some valuable local traditions

would be left to the future history. Thereupon I laid the matter before a general meeting of the qualified members of the Society, showing the necessity of making the constitution non-sectional, and with the majority to rule. The meeting was unanimous in making the change, and authorized the President and Secretary to draft out a form constitution for presentation, correction and adoption at the next meeting. The new constitution was discussed clause by clause and unanimously adopted and now appears in print. The official vacancies were filled and application was made for incorporation by affiliation with the Provincial Society. We were informed that our application would be acted upon at the next general meeting.

Five or six original valuable addresses were given the first year and are presented in the first Annual Book.

The addresses this second year as will be seen in this Annual Book are valuable though few in number. For the latter result I am responsible on account of being away in the Klondike for five or six months. Nevertheless there were several profitable meetings held during the year, some of them were wholly social and highly enjoyed by the members.

We can now confidently look forward to increased prosperity. The importance of the work is being appreciated by reason of the presentation of the Annuals. Hereafter there will be no lack of valuable papers in record.

At the next January meeting there will be a paper by Miss M. Black on the Fort William Library; one by Mr. A. V. Vickers on the Fort William Indian Treaty, 1859. In March one by Mr. W. J. Hamilton on the famous Silver Islet Mine, and one by Dr. Oliver on old times. Later on Mr. J. J. Wells will read a paper on Early Municipal Matters, Mr. D. Smith one on the Press, and the President one on the contest between Thunder Bay and Nepigon for the terminus of the Canadian Pacific Railway on the Great Lakes.

During the present year I expect many papers will be read and for publication they may require to be abridged while the paper in full must be retained in safe custody. The Executive will attend to this matter.

The Society is growing, there being nearly fifty on the roll now. With a slight effort the number can be greatly increased.

The reports of the Secretary and Treasurer will also appear in this Annual also cuts of the individual writers I think it will improve the standard of the Annuals of the Society I am sorry that this matter of individual illustrations in the first book was overlooked.

MRS G[illegible] S[illegible]PPER

Secretary's Report

In reviewing the work of the Thunder Bay Historical Society during the year of 1909-1910 the second year of its existence, we find much to encourage us to continue this work of preserving the early history of our district and awakening greater interest in the early records.

During the year October 28th 1909 to October 19th 1910 inclusive this Society held five regular meetings and one Executive meeting. Interesting discussions and bright well prepared papers were the rule at all these meetings. Many were the plans made for furthering the work of the Society and those members who have attended the meetings throughout the year feel they have been repaid in fullest measure and are today better informed in regards to the early history of this portion of Canada than they otherwise would have been.

As the papers read at the meetings of the year will be published, it is unnecessary to comment upon the same in this report.

It was with deep regret that we were forced to accept the resignation of Mr. A. Calhoun from the office of Secretary which took effect at the end of January 1909.

During the year most of the meetings have been held at the homes of the members and in this way a more social time has been enjoyed as the hostesses in every case have after the business of the meeting served refreshments and a delightful happy time was in order with the merry chat and personal reminiscences over the tea cups. The hostesses, who so kindly provided hospitality during the year for the Society were Mrs. Peter McKellar, Mrs. John King and Miss Stafford.

Respectfully submitted

MARY A. SUPPER,

MISS C C GHANT

Treasurer's Report

The balance on hand at the beginning of the year was $11 11. Since then $17.50 has been paid in for fees making a total of $48 60. The expenditure for the year was $1 75 for a minute book, $17 00 for the printing of three hundred copies of the by laws and $3 00 for a strong box in which are stored books papers and documents of value. Here are preserved important pictures photographs and maps. The Society is now in a position to receive more materials relating to the early days and to keep all in safety in this repository the iron box. The total expenditure being $23 75 the amount in the bank to the credit of the Society is $24 85.

Through the liberality of our highly esteemed president Mr Peter McKellar the members of the Society have been made recipients of two handsome Year Books at a cost of about two hundred dollars. The Year Book for 1908 1909 is a very handsome book displaying great care and artistic work in its composition. It contains all the papers read at the meetings of the Society during the year and photographs of interest in the history of Fort William. The Year Book for 1909-1910 speaks for itself.

This handsome gift from Mr McKellar is indicative of the deep interest taken by him in the welfare of the Thunder Bay Historical Society and this interest insures for this young Society long and continued prosperity.

CHRISTINA CAMERON GRANT

Treasurer

February 1911

D M Keller

The Red River Expedition

By Mr D McKELLAR

The way I came to take part in the Red River Expedition in the summer of 1870 was as follows —

It was a memorable season in the history of Thunder Bay on account of the military expedition commanded by Col Wolseley (now Lord Wolseley) that passed through here on the way to Fort Garry Mr S J Dawson was in charge of transportation It was an unusually wet summer which threatened disaster to the undertaking on account of the miry condition of the newly built roads over clay lands from Thunder Bay to Shebandowan Lake a distance of forty six miles The season was far advanced when the expedition arrived at Thunder Bay owing to the delay at Sault Ste Marie canal It was essentially necessary that the troops should get back before the freeze up, and it was evident that the water route must be used to its fullest extent in forwarding the boats as it would be impossible to take them by the waggon roads The voyageurs were sent to take the boats up the Kaministiquia River They succeeded in getting as far as the Mattawan Station on the Mattawan River a distance of twenty six miles or a little over half way to Shebandowan In the meantime while the voyageurs were engaged on this section of the route Capt Young of the 60th Rifles with his company without regard to the voyageurs undertook to take the boats up the Mattawan River After being away for some time he returned with the boats and reported that the route was impassable and that the boats would have to go by waggon road from this point This would be disastrous as the roads were in a very bad condition and the large quantity of supplies outside of the boats had to be carried over them Col Wolseley reported to Mr S J Dawson who was responsible for the route and even accused him of misrepresentation as Mr Dawson had claimed that the boats could be taken from Thunder Bay to Shebandowan Lake by water Colonel Wolseley states as Mr Dawson told me that he had reliable information from Capt Young who had examined the route and that it was impossible to take the boats by way of the river from Matt wan and wanted to know what was to be done Mr Dawson being well acquainted with our family and knowing we had much experience in this part of the country as we had been prospecting for mines

for many years, and knew the Indians who knew these rivers, sent a messenger to our house for my brother John McKellar. When he got the reply that John was not at home, he sent back the messenger to get any one of the McKellar men to come to him without delay, as he had important business under consideration. I, being the only one at home, went to see him, and he told me about the condition of things at the Mattawan. He said: "I want you to go up to Mattawan station and take the boats up the Mattawan and Shebandowan Rivers to the Oskondago River. Take with you a crew of the local Indians from the Mission at Fort William. Here is a letter to the foremen along the line, authorizing them to give you any men, boats or supplies or anything that you may want. See that you get the best, so that you will be able to open up this route." He suggested taking Iroquois and Sault Ste. Marie Indians along with the local Indians. I [illegible] ten local Indians, ten Iroquois and ten Sault Ste. Marie Indians. We [illegible] at the Mattawan and picked out three boats. While fitting them up for the trip, Capt. Young, [illegible] of the [illegible], came across to where we were working and said to me: "You can save yourself all this trouble, for there is not [illegible] enough in the expedition to take the boats up this river." Next morning, at four o'clock, everything being ready, we pushed out from the shore, ten men in each boat. I took the lead with the local Indians. Mr. T. A. L. Towers with the Sault Ste. Marie crew followed, and Capt. Pritchard with the Iroquois brought up the rear. In about [illegible] we reached a precipitous rocky range, where the river was confined in a narrow, crooked gorge [illegible]. On the north bank, which was from thirty to forty feet high, was a comparatively level plateau with two long [illegible] growing [illegible] the edge about twelve feet apart, in some [illegible] that they seemed to have been planted there for the purpose of being felled and placed parallel over the bank into the river to form a runway upon which we could pull our boats to the higher level which it was required that we should reach. This work was accomplished in a few hours. Over the plateau we cleared a road way twenty feet wide and laid cross poles six or seven feet apart. Over these ten or fifteen men were able to pull a boat right along, with a couple of men on each side to keep the boats on an even keel. We soon struck the river again above the gorge, where the water was navigable, and followed it for a short distance, when it became impassable altogether. Upon examination we found that the river here made a detour of about a mile and a half, which consisted of a series of rapids and falls. By making a portage of a little over half a mile we again struck the river above the rapids. This

portage passed over a comparatively high range but the slope was gradual and [illegible] came after we had cleared a road [illegible] the same as before.

[illegible] this portage to Oskondago Station on account of the high water caused by the heavy rains there were no serious obstructions, there being only three rapids that required skillful management.

At [illegible] o'clock in the evening we arrived at Oskandago Station the [illegible] destination, having been on the route [illegible] o'clock in the morning.

The route was now established and proved a complete success.

Capt. Ward of the 60th Rifles was camped here and rushed down to meet us. He was delighted and surprised and said to me "How did you get here? I understood it to be impossible to get the boats up the river this far." The news soon spread and there was great rejoicing along the line as success was assured, there being only two miles of a [illegible] road to the dam site on the navigable water in Shebandowan Lake. It was now proven that this route could be used to great advantage in forwarding supplies as well as boats, the last [illegible] from [illegible] point a branch road was opened to the main waggon road. This branch road was named [illegible] after the man who surveyed it, and [illegible] into a popular road afterwards, the large quantity of [illegible] supplies [illegible] forward [illegible] our new route.

There was [illegible] lost owing to a mistake made by one of the Companies of the 60th Rifles in trying to take three loaded boats up the river without voyageurs. At the first rapids they lost control of their boats, which dashed against the rocks and upset, and the supplies all sank or floated away. Fortunately there was no one drowned as the men all reached the shore and walked back through the woods to the station. It was reported that the Company's pay in an iron box went to the bottom and was lost. Parties have been looking for the box at different times since, but failed to find it as far as I know. When the news of this disaster reached Col. Wolseley he was greatly annoyed and blamed the voyageurs. I explained to him that the captain of the company had ignored the voyageurs and had manned the boats with the soldiers only, whereas they should have had a voyageur in the bow and one in the stern of each boat. Then Col. Wolseley issued a proclamation that hereafter no boat was to leave [illegible] without a voyageur in the bow and one in the stern. This regulation was strictly enforced and the transport of supplies went on very satisfactorily. The success of the water route relieved the pressure upon the waggon road, and [illegible] time was saved to [illegible] the whole equipment reached Shebandowan, which is practically the height of land, and from this point on [illegible] the expedition moved freely.

H. McKELLAR

MISS B. [illegible]E

Girlhood Days of Earlier Port Arthur

By MISS BELLE DOSIE

Since asked to write on this subject there are two lessons at least I have learned—one on the destruction of anything that might be of use in the way of letters for reference another the need of keeping a diary—that alone would have simplified the whole thing

I suppose each and every girl thinks her girlhood days the happiest but it is doubtful if there were any happier days than those fifteen or twenty years ago or more The solid pleasures were to be had the stiffer conventionalities were almost unknown A girl figuring at a pink tea or even opening the door at one was not indulged in but the more healthful pleasures were popular such as tobogganing skating and all other out-door exercises

But to really get started I suppose I should begin at the days of the discovery of Santa Claus the night I sat up until twelve o'clock to make sure he did not come down through the chimney—as I had been hearing things That old Santa was a myth He's just your father dressed up etc I was rewarded for my curiosity and trouble of sitting up late for sure enough he was an imaginary Santa Claus I must not forget to say the present he brought is still in my possession (a plate)—the cup and saucer belonging to the set were broken long ago The wonderful revelation was passed on to other young friends but the stocking was hung up religiously every Christmas eve and has continued to do so ever since only in a different way—hats etc

The girls and boys about this time looked forward much to Dominion Day with its (Indian and Squaw) canoe races walking the greasy pole etc The lah and thumpian procession was of special interest to the girls—of seeing George Marks (as we called him because we liked him) dressed up as an Indian He never failed to recognize us as he passed by always waving his hand at us

For Dominion Day we had in a special supply of fire crackers The first one awake in the morning was to call the rest of the crowd by means of the salute of a fire cracker and

needless to say the day was full to the brim with fun

Another popular amusement with the girls was sailing on rafts made of logs nailed to a few boards and pushed along by means of a long pole This particular amusement struck terror to the hearts of our father and mothers for many a time were we blown out into the lake and had to be rescued by the older ones.

Other amusements were rowing around under the docks often having to duck our heads also fishing for minnows catching polly wogs and putting them in bottles searching for agates was of great interest to us the finding of beetles and all sorts of other insects

Trolling was great sport to the girls and also the boys as they expected to be invited in to supper for helping take the fish off the hook We often played truant to amuse ourselves in this way quite willing to take chances on being punished

About the time mentioned our little public school a long narrow building was situated in the old government yard as it was called The house was standing there until two years ago when it was torn down to make room for the Pagoda and the Canadian Northern Hotel now under construction Our school teacher in this building was Mrs Langrell wife of Mr T P Langrell now of Woodland Manitoba who was later a teacher in the Public School The term spent in this school seems almost a blank There is not even a strapping impressed on my memory This must have been near the Santa Claus days—on the other side I expect

Later on as the village or town grew larger a school was built on the present site of the Central public school with Mr Langrell as teacher An efficient one he was and we little appreciated his worth and patience for many were the pranks we played the discipline in those days requiring the patience of Job

At the time I mention our present Waverly Park was partly a swamp where we at recess used to ramble finding cranberries raspberries—sometimes wild roses in the drier parts Quite distinctly I remember when there was no Catholic cemetery a grave in the park of one of our school mates (Joseph Greener) Often during recess we watched his sister Julia taking advantage of this opportunity to be saying a prayer so devout was she—we were not quite sure I am afraid—as we looked upon her as a sort of curiosity or character when she made the Sign of the Cross

Last year when they were excavating for the new Collegiate Institute I quite expected to hear of our old school mate remains being unearthed as there is no record of them ever having been removed as far as I know This may sound

gruesome, but I thought it might interest some of you.

To get back to the fun and pleasures of girlhood-subject as we got more grown up, we had Hallowe'en parties, played tricks, which consisted of tubs of water, in which we would dive for apples, or an occasional rap on a neighbor's door, or a tick tack on our own window. Then on St Valentine's day, sweet messages were exchanged, or ugly, home-made ones instead,—sometimes written in the following flattering tones: "You break more looking-glasses than hearts," etc., but the glasses were just as hard to break as the hearts. Sometimes they lasted for years notwithstanding the rough usage.

With the Hallowe'en trick-playing over, the exchanging of valentines past, our attention seemed to turn to other amusements. Occasionally a birthday party was indulged in — the young host or hostess supplying us with slips of paper, accompanying the name of a guest, supposed to be your side partner for the rest of the evening, the next partner for the first dance —or as many more as your generosity permitted for supper and partner to be escorted home —whether congenial or not. In those days they were human, just as they are today, and many a time we drew partners that caused us to smile outwardly, and sometimes swear inwardly.

Then again there were neck tie parties, the neck tie being an excuse to draw a partner, an excellent thing for the bashful young man of a few years ago, and perhaps a good suggestion for some of the present day.

Girls of the time mentioned were quite domesticated. They could sew, knit, bake, do many kinds of work from which they are now spared or deprived. I hardly know which to say. In these days there are so many labor saving devices.

As I have gradually reached the time of the more modern girlhood days, I find my subject getting threadbare and worn out, but I will not stop without mentioning that the amusements of the girls a number of years ago were much more innocent than those of new a days; the minds of the twelve year-old today comparing more with the seventeen year-old of twenty years ago.

Such a thing as a "Bird's Opera Society" or "Children's Orchestra" as they have in Port Arthur and Fort William would be unknown, and now I wish every Fort William and Port Arthur child as happy a girlhood as ours in the earlier days of Port Arthur.

FEI LE DOFIE

November 26th 1910

MR HARRY SELLERS

The Early History of the Handling and Transportation of Grain in the District of Thunder Bay

Paper by MR HARRY SELLERS

With the completion of the C P R line from Lake Superior to the West in 1883 means had to be provided for the handling of such grain as might be offered for sale or shipment East A temporary arrangement was first installed sheds being built for the purpose at West Fort William and Port Arthur No Five dock and Marks dock being used also The first boat to take grain via Lake Superior from the North West was the S S Erin Capt Sullivan, Master who is still sailing on the Simla This was in the fall of 1883 a large portion of her cargo being transferred by cars from the Grain Sheds to Marks Wharf and loaded by wheelbarrows thro shutes made for the purpose and shovelled back The balance of the cargo was taken on in bags from No 1 dock a rather primitive and costly process as compared with modern methods It was however loaded and that seemed to be the main point

The next step was the erection of the elevator known now as King's Elevator Port Arthur a small one as compared with others 350 000 bushels capacity This building was started in the fall of 1883 and was ready for business for the crop of 84 The first boat to load at this building was the Acadian Capt Malcolmson Master Up to this date no serious idea seems to have been taken of the enormous productive qualities of the Great North West but the crop of 84 showing such an increased percentage it became imperative that something more should be done The result was the building at Fort William of Elevator A built by the B & B department of the Canadian Pacific Railway by the Doherty Bros in charge with a capacity of 1 000 001 bushels with the ability to unload nine cars simultaneously (this was true of the size of the cars at that time) The building was finished in sufficient time to take in grain of a portion of the 84 crop that is during the winter of 85 There was no great

quantity taken in as owing to the lack of dredging in the Kaministiquia River, the outside channel and inside the river was somewhat tortuous, the consequence being that Elevator "A" at Port William only received the overflow from the elevator at Port Arthur, the C. P. Ry. boats refusing point blank to go up the river.

The schooner "Sligo" owned by Messrs. Graham & Horne, had the honor of being the first boat to take grain from the first elevator built at Port William in the early spring of '83. The writer weighed the grain, the late John Carney was Foreman. Speaking from memory the cargo taken by the "Sligo" was 17,000 bushels. This sounds small as compared with the present day loading, it being now no unusual thing for a vessel to come alongside an elevator and load 250,000 bushels.

I have previously spoken of the objections made by the C. P. R. boats to loading up the river, the result being that we were compelled to load up the grain in cars, transfer them to Port Arthur and load them in the boat through the Port Arthur elevator. Other boats seeing this were not slow to avail themselves of this privilege, and as at that time most of the unloading was done in Port Arthur it saved them considerable time and they did not have to go to Fort William. Up to this time more or less dredging had been done in the river but with little attempt at system. Mr. J. I. Patton, Resident Engineer of the C. P. R. took the position that there was sufficient depth of water in Fort William and volunteered to put one of the C. P. R. boats into Elevator "A" load and take her out. The late S. S. Algoma was the one chosen, Capt. Monro, Master. She was duly loaded and taken out with little trouble. This occurred about June, 1883. After this boats continued to load with more or less regularity. The crop of '85 or rather the portion that came through via C. P. R. was only 1,500,000 the year following '86 much greater than came the crop of '87 an immense one exceeding all anticipations. It came on a scene of unpreparedness, both the Port Arthur and Fort William Elevators were filled up pretty well. From the time we had been in operation a month the shipments hardly equalling the receipts, the consequences were that by January 1st, 1888 the elevators were filled up, and to prevent a blockade on the road the Grain Sheds were again utilized at Port Arthur and West Fort William. In addition to these an enormous shed was built immediately back of where Elevator F now stands to hold 800,000 bushels. This was built by the C. P. R. under the superintendence of Mr. W. I. Ross. Grain was unloaded into this shed as rapidly as it could be erected and covered, twenty gangs of men working, night and day, to relieve the congestion, and by the time the carpenters were through the whole shed was filled up

Some idea may be formed of the immense amount of labor required to fill these sheds when it is stated that it all had to be loaded into wheelbarrows with hand shovels and wheeled to a distance of 80 to 120 feet 16 feet high, besides weighing each load over a platform scale. Nevertheless each gang of four men unloaded three cars per day and working from 8 to 12 gangs continuously we unloaded from 50 to 60 cars per day and kept the railway line open. There are men still in the elevators in Port Arthur and Fort William and some who are not working at these places, who will still retain a vivid recollection of this work, how it was done in the depth of a very severe winter, the snow that year being the deepest the writer has seen in 27 years.

After the above experience, elevators followed each other in rapid succession.

Elevator "B." Designed and built by Mr. W. J. Ross, capacity 1,000,000 bushels was finished and ready for the 1883 crop. This elevator since destroyed by fire (see photo) has been replaced by a modern fireproof house.

Elevator "C." Storage house filled from Elevator "A." Designed and built by Mr. J. A. Jameson. Capacity 1,250,000 bushels, built in 1880, material wood.

Elevator "D." Built in 1907 by the Steel Storage and Elevator Construction Co. of Buffalo, material steel, capacity 1,000,000 bushels, working house destroyed by fire since rebuilt and enlarged.

Elevator "E." An annex to "B," built by the MacDonald Engineering Co. of Chicago, material steel, capacity 1,000,000 bushels.

Up to this time, 1902, all these facilities for handling grain had been built and erected by or at the instance of the Canadian Pacific Railway. Now another factor appears upon the scene, the Canadian Northern Railway. They have now a line through from Port Arthur to Winnipeg and the West, and in March, 1902, they were ready and receiving grain to their elevator at Port Arthur, now known as Elevator "A," built by Mr. J. A. Jameson of Montreal, 1,250,000 bushels capacity. This plant has since been added to and now consists of two working houses, combined capacity 2,000,000 bushels, with fireproof tile storage capacity of 5,000,000 bushels, total capacity 7,000,000 bushels. For further description see Appendix, with photo attached.

Following the Canadian Northern, other elevators followed, having no connection with any railway company and privately owned. The Consolidated, Ogilvies, The Western, Muirhead & Black's, The Thunder Bay, Davidson & Smith. The latest addition is the "T. P." Elevator on the Mission River, Port William, capacity 3,250,000 bushels, entirely fireproof, and rumored not to be of the most modern construction.

* For further description of these last buildings see Appendix

To Summarize—The first grain so far as I am able to ascertain was shipped out from Fort Arthur warehouses from Fort Arthur on the Steamer Frontenac in the fall of 1883 An elevator was built in Port Arthur to take care of the crop of 84 followed by the building of Elevator A at Fort William

Crop receipts in 1883 at this point amounted to 1 700 000 bushels In 1887 it jumped to 4 000 000 bushels These figures were not exceeded until 1892 when 5 000 000 bushels was handled At the present time over 100 000 000 bushels are handled The above figures are not total crop figures and take only into account what has passed Port Arthur and Fort William elevators neither do they include what has been used as flour seed etc in the west or gone through by other routes

The total value of elevators in 1883 was $ 341 000 00
The total value of elevators in 1910 is $ 9 000 000 00

The two first elevators built still stand and are doing business today that is King's Elevator at Fort Arthur and Elevator A at Fort William I wish I could say as much for the old employees who were there 27 years ago There is a noticeable change in the personnel of the staff The late John Carney also Wm Blair and others have seen their last ar unloaded and their last boat depart There are still some of the old gang left who remember the time when the bush was close to the elevators and the river was used more by the pickerel perch and pike than it was by the boats The names that come readiest to my mind are Jas Davidson John Mc Avay Jos Reddin John Reddin W Irwin and lastly Mr W Sellers who was General Superintendent of the C P R System for the first period of twenty years

HARRY SELLERS
Supt P A Elevators

Port Arthur Nov 24th 1910

APPENDIX

Statement showing elevators at Fort William and Port Arthur giving their style of construction capacity etc

FORT WILLIAM

I T P TERMINAL ELEVATOR

Concrete and steel Workhouse capacity 750 000 bushels Storage capacity 2 500 000 bushels

BLACK AND MUIRHEAD ELEVATOR

Wood Capacity 1 000 000 bushels

WESTERN TERMINAL ELEVATOR

Tile and steel Workhouse capacity 100 000 bushels Storage capacity 780 000 bushels

CONSOLIDATED ELEVATOR

Description as above Also Annex concrete and steel Capacity 660 000 bushels

OGILVIE ELEVATOR

Steel workhouse Capacity 400 000 bushels Annex reinforced concrete and steel Capacity 490 000 bushels

EMPIRE ELEVATOR

Wood workhouse Capacity 500 000 bushels Annex, tile Capacity 1 200 000 bushels

DAVIDSON & SMITH

Wood Capacity 80 000 bushels

C P R ELEVATORS

B Tile Capacity 482 000 bushels
E Steel tanks Storage Annex to B 1 Capacity 1 926 000 bushels
A Wood Capacity 1 031 800 bushels
C Wood Capacity 1 195 000 bushels
D Tile Capacity 336 000 bushels Steel storage Capacity about 1 500 000 bushels

PORT ARTHUR

C N R ELEVATORS

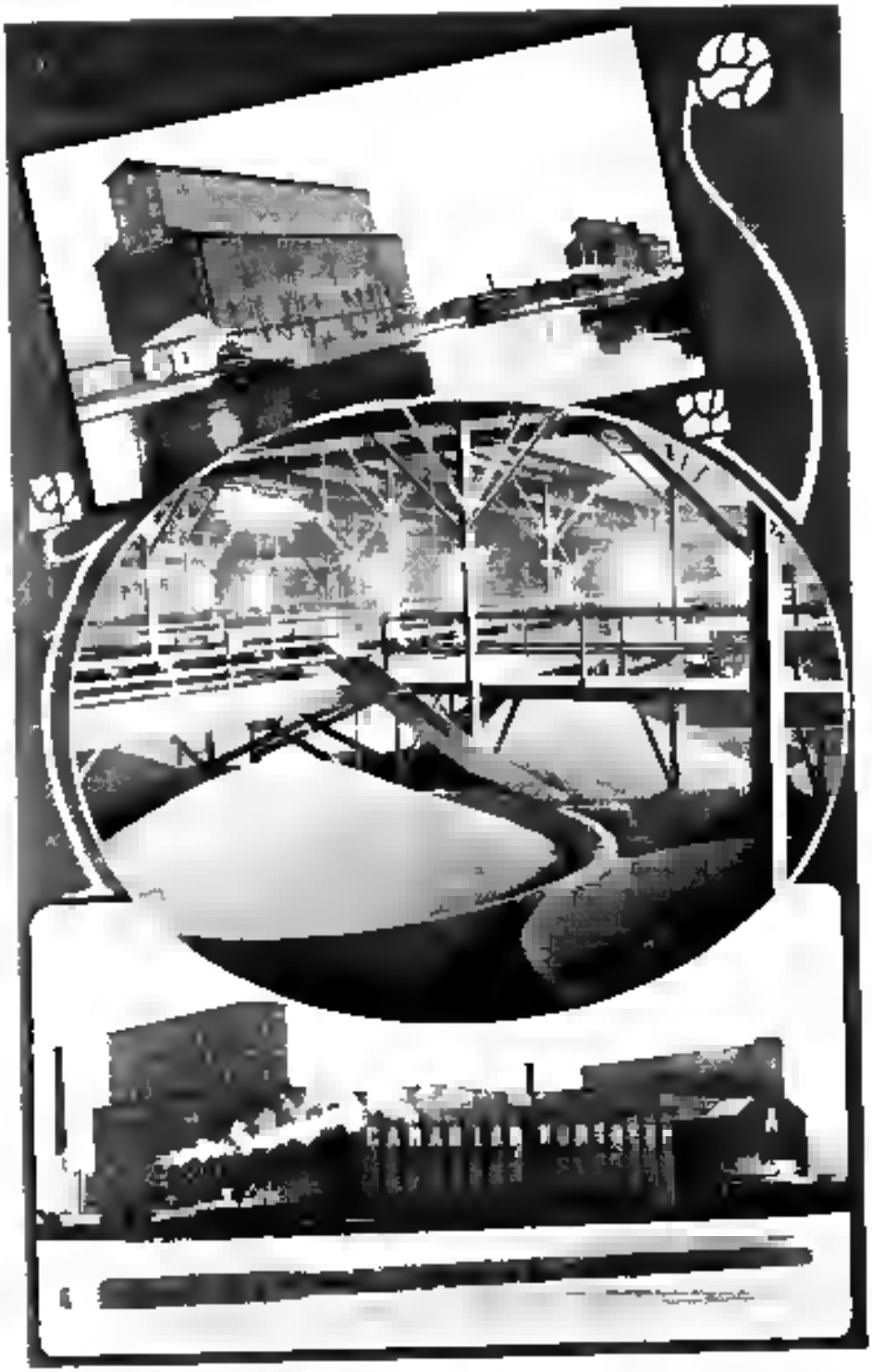
A Wood Capacity 1 000 000 bushels
B Wood Capacity 799 000 bushels
Storage part 130 tile tanks Capacity 4 000 000 bushels

THUNDER BAY TERMINAL ELEVATOR

Workhouse wood Capacity 360 000 bushels Storage part concrete tanks Capacity 1 140 000 bushels

KING ELEVATOR

Workhouse wood Capacity 250 000 bushels Storage part concrete tanks tile cupola Capacity 500 000 bushels



ELEVA D[illegible] B FOR[illegible] W[illegible]L AM BU[illegible]T IN [illegible]88 SINCE DESTROYED BY F RE
NTER ON CANAD AN NOR1HERN ELEVATOR PORT ARTHUR
CANAD AN NORTHERN E EVA"ORS PORT AR1H[illegible]R

List of Members

Since Organization of Society

Mr and Mrs H R Byers
Mr and Miss Vivi Calhoun
Mr and Mrs J R Clarke
Mr and Mrs C F Cruham
Mr and Mrs W J Hamilton
Mr and Mrs John King
Mr and Mrs A D Lima
Mr and Mrs MacInnes
Mr and Mrs J McKellar
Mr and Mr J C Perry
Mr and Mrs M J Rapsey
Mr and Mr W J Russell
Mr and Mr W Snelgrove
Mr and Mrs J J Wells
Mr J McLaurin
Mrs Denton
Miss M Black
Miss C Grant
Miss Stafford

Mr C R Dimon
Rev H Hull
Mr H Harkness
Mr D McKellar
Mr W M Call
Mr Ralston
Captain Walpole Roland
Mrs W W Vickers
Mrs C H Slipper
Miss Debie
Miss M M Kellar
Dr Black
Mr C Frezeau
Mr R M Hamilton
Mr D Keir
Mr W M Naughton
Dr Oliver
Mr J Ritchie
Mr W Smith

THUNDER BAY

HIST. SOC.

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The Thunder Bay Historical Society

REPORTS OF OFFICERS
and
PAPERS OF 1909-1910

OFFICERS

FOR 1910 11

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Preside nt Historical Society
Port Hope Ont

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MR PETER McKILLAR

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MR W J HAMILTON
MR A McISAAC

The Thunder Bay Historical Society

Reports of Officers and Papers of 1909-1910

THE MORNING HERALD PRESS — 1911

Peter McKellar

President's Address

To the Members of The Thunder Bay Historical Society.

I beg to make the following short statement at the close of the second year of existence of this Society. I may review briefly our progress from the commencement, as it does not appear in former print.

Within the last decade, several attempts have been made to establish an Historical Society under different names as Thunder Bay, Fort William or Port Arthur Historical Society, Old Timers, Pioneers etc., all of which died out after one or two meetings until the present Society was formed.

The Inaugural Meeting of the Thunder Bay Historical Society was held in the City Hall, Fort William, Ontario, on the 2nd of October 1908 with Mr. Joshua Dyke in the chair. After an address by Mr. Barlow Cumberland, President of the Ontario Historical Society, the Society was organized and the following officials elected:

President—Peter McKellar, Fort William.
1st. Vice President—A. J. Russell, Port Arthur.
2nd. Vice President—J. G. King, Port Arthur.
Secretary Treasurer—A. McNaughton, Fort William.
Executive Committee—Messrs. T. J. Wells, W. Phillips and A. Calhoun, Fort William, and J. L. Meikle and J. C. Dobie, of Port Arthur.

Several resolutions were passed, the nature of which were sectional and restrictive, such as the holding of meetings alternately in the two cities, and the dividing of officials into two parts and electing each part alternately from the cities each year.

Of the nine officials elected, only the Vice President from Port Arthur, and the President and one member of the executive (Mr. A. Calhoun) from Fort William, attended or took part in any of the meetings thereafter.

Mr. A. Calhoun kindly consented to accept the position of Secretary Treasurer, and we continued as best we could, expecting the other officers would come in so that we would be in a position to apply for affiliation with The Ontario Historical Society. Towards the close of the year it became evident that the Society would have to close up, or reform and make new regulations.

I was anxious that the Society should continue, as otherwise with each passing year some valuable local traditions

would be lost to the future history Thereupon I laid the matter before a general meeting of the qualified members of the Society, showing the necessity of making the constitution non-sectional and with the majority to rule The meeting was unanimous in making the change and authorized the President and Secretary to draft out a form constitution for presentation, correction and adoption, at the next meeting The new constitution was discussed, clause by clause and unanimously adopted, and now appears in print The official vacancies were filled and application was made for incorporation by affiliation with the Provincial Society We were informed that our application would be acted upon at the next general meeting

Five or six original valuable addresses were given the first year and are presented in the first Annual Book

The addresses this second year as will be seen in this Annual Book are valuable though few in number For the latter result I am responsible on account of being away in California for five or six months Nevertheless there were several profitable meetings held during the year some of these were wholly social and highly enjoyed by the members

We can now confidently look forward to increased prosperity The importance of the work is being appreciated, by reason of the presentation of the Annuals Hereafter there will be no lack of valuable papers to record

At the next January meeting there will be a paper by Miss M Blackburn on the Fort William Libraries one by Mr A A Vickers on the Fort William Indian Treaty, 1859 In March one by Mr W J Hamilton, on the famous Silver Islet Mine, and one by Dr Oliver, on old times Later on Mr J J Wells will read a paper on Early Municipal Matters Mr D Smith one on the Press and the President one on the contest between Thunder Bay and Nepigon for the terminus of the Canadian Pacific Railway on the Great Lakes

During the present year I expect many papers will be read, and for publication they may require to be abridged, while the paper in full must be retained in safe custody The Executive will attend to this matter

The Society is growing there being nearly fifty on the roll now With a slight effort the number can be greatly increased

The reports of the Secretary and Treasurer will also appear in this Annual, also cuts of the individual writers. I think it will improve the standard of the Annuals of the Society. I am sorry that this matter of individual illustrations in the first book was overlooked.

MRS G H SLIPPER

Secretary's Report

In reviewing the work of the Thunder Bay Historical Society during the year of 1909 1910, the second year of its existence, we find much to encourage us to continue this work of preserving the early history of our district, and awakening greater interest in the early records.

During the year October 28th, 1909, to October 10th, 1910, inclusive, this Society held five regular meetings and one Executive meeting Interesting discussions and bright, well-prepared papers were the rule at all these meetings Many were the plans made for furthering the work of the Society and those members who have attended the meetings throughout the year feel they have been repaid in fullest measure and are today better informed in regards to the early history of this portion of Canada, than they otherwise would have been.

As the papers read at the meetings of the year will be published, it is unnecessary to comment upon the same in this report

It was with deep regret that we were forced to accept the resignation of Mr A Calhoun from the office of Secretary, which took effect at the end of January, 1909

During the year most of the meetings have been held at the homes of the members and in this way a more social time has been enjoyed, as the hostesses in every case have, after the business of the meeting, served refreshments, and a delightful happy time was in order with the merry chat and personal reminiscences over the tea cups The hostesses, who so kindly provided hospitality during the year for the Society were Mrs Peter McKellar, Mrs John King and Miss Stafford.

Respectfully submitted,

MARY A SLIPPER,

MISS C C GRANT

Treasurer's Report

The balance on hand at the beginning of the year was $31 10. Since then $17 50 has been paid in for fees, making a total of $48 60. The expenditure for the year was $1.75 for a minute book, $17 00 for the printing of three hundred copies of the by-laws, and $5 00 for a strong box in which are stored books, papers and documents of value. Here are preserved important pictures, photographs, and maps. The Society is now in a position to receive more materials relating to the early days, and to keep all in safety in this repository, the iron box. The total expenditure being $23 75, the amount in the bank to the credit of the Society is $24 85.

Through the liberality of our highly esteemed president, Mr. Peter McKellar, the members of the Society have been made recipients of two handsome Year Books at a cost of about two hundred dollars. The Year Book for 1908-1909 is a very handsome book, displaying great care and artistic work in its composition. It contains all the papers read at the meetings of the Society during the year, and photographs of interest in the history of Fort William. The Year Book for 1909-1910 speaks for itself.

This handsome gift from Mr. McKellar is indicative of the deep interest taken by him in the welfare of the Thunder Bay Historical Society, and this interest insures for this young Society long and continued prosperity.

CHRISTINA CAMERON GRANT,

Treasurer.

February, 1911.

S. M. Hellar

The Red River Expedition

By Mr D McKELLAR

The way I came to take part in the Red River Expedition in the summer of 1870 was as follows —

It was a memorable season in the history of Thunder Bay, on account of the military expedition, commanded by Col Wolseley (now Lord Wolseley), that passed through here on the way to Fort Garry Mr S J Dawson was in charge of transportation It was an unusually wet summer, which threatened disaster to the undertaking, on account of the miry condition of the newly built roads over clay lands from Thunder Bay to Shebandowan Lake, a distance of forty six miles The season was far advanced when the expedition arrived at Thunder Bay, owing to the delay at Sault Ste Marie canal It was essentially necessary that the troops should get back before the freeze up, and it was evident that the water route must be used to its fullest extent in forwarding the boats, as it would be impossible to take them by the waggon roads The voyageurs were sent to take the boats up the Kaministiquia River They succeeded in getting as far as the Mattawan Station on the Mattawan River, a distance of twenty six miles, or a little over half way to Shebandowan In the meantime, while the voyageurs were engaged on this section of the route, Cap Young of the 60th Rifles with his company, without regard to the voyageurs, undertook to take the boats up the Mattawan River After being away for some time he returned with the boats, and reported that the route was impassable, and that the boats would have to go by waggon road from this point This would be disastrous as the roads were in a very bad condition, and the large quantity of supplies, outside of the boats had to be carried over them Col Wolseley reported to Mr S J Dawson, who was responsible for the route and even accused him of misrepresentation as Mr Dawson had claimed that the boats could be taken from Thunder Bay to Shebandowan Lake by water Colonel Wolseley states as Mr Dawson told me, that he had reliable information from Capt Young who had examined the route and that it was impossible to take the boats by way of the river from Matt wan and wanted to know what was to be done Mr Dawson being well acquainted with our family, and knowing we had much experience in this part of the country, as we had been prospecting for mines

for many years and knew the Indians who knew these rivers sent a messenger to our house for my brother John McKellar When he got the reply that John was not at home he sent back the messenger to get any one of the McKellar men to come to him without delay as he had important business under consideration I, being the the only one at home went to see him and he told me about the condition of things at the Mattawan He said "I want you to go up to Mattawan station and take the boats up the Mattawan and Shebandowan Rivers to the Oskondago River Take with you a crew of the local Indians from the Mission at Fort William Here is a letter to the foremen along the line authorizing them to give you any men boats or supplies or anything that you may want See that you get the best so that you will be able to open up this route" He suggested taking Iroquois and Sault Ste Marie Indians along with the local Indians I selected ten local Indians ten Iroquois and ten Sault Ste Marie Indians We arrived at the Mattawan and picked out three boats While fitting them up for the trip Capt Young who was camped on the opposite side of the river came across to where we were working and said to me "You can save yourself all this trouble for there are not men enough in the expedition to take the boats up this river Next morning at four o'clock everything being ready we pushed out from the shore ten men in each boat I took the lead with the local Indians Mr F A P Towers with the Sault Ste Marie crew followed and Capt Pritchard with the Iroquois brought up the rear In about an hour we reached precipitous rocky range where the river was confined in a narrow crooked gorge only a few feet wide On the north bank which was from thirty to forty feet high was a comparatively level plateau with two large trees growing quite near the edge about twelve feet apart In so convenient a position that they seemed to have been placed there for the purpose of being felled and placed parallel over the bank into the river to form a run way upon which we could pull our boats to the higher level which it was important that we should reach This work was accomplished in a few hours Over the platean we chained a road way twenty feet wide and laid cross poles six or seven feet apart over these ten or fifteen men were able to pull a boat right along, with a couple of men on each side to keep the boats on an even keel We soon struck the river again above the gorge where the water was navigable and followed it for a short distance when it became impassable altogether Upon examination we found that the river here made a detour of about a mile and a half which consisted of a series of rapids and falls By making a portage of a little over half a mile we again struck the river above the rapids This

portage passed over a comparatively high range but the slope was gradual and easily overcome after we had cleared a road and land vines poles the same as before

From this portage to Oskamlagh Station on account of the high water caused by the heavy rains there were no serious obstructions there being only three rapids that required skilful management

At nine o'clock in the evening we arrived at Oskandago Station the point of our destination having been on the route since four o'clock in the morning

The route was now established and proved a complete success

Capt Ward, of the 60th Rifles, was camped here and rushed down to meet us He was delighted and surprised and said to me, "How did you get here? I understood it to be impossible to get the boats up the river this far" The news soon spread and there was great rejoicing along the line as success was assured there being only two miles of a gravelled road to the dam site on the navigable water in Shebandowan Lake It was now proven that this route could be used to great advantage in transporting supplies as well as boats the last stretch of eight miles being easily navigable from which point a branch road was opened to the main waggon road This branch road was named Brown's Lane after the man who surveyed it and became quite a popular road afterwards when large quantities of supplies were forwarded over our new route

There was one accident to record owing to a mistake made by one of the Companies of the 60th Rifles in trying to take three loaded boats up the river without voyageurs At the first rapids they lost control of their boats which dashed against the rocks and upset and the supplies all sank or floated away Fortunately there was no one drowned as the men all reached the shore and walked back through the woods to the station It was reported that the Company's pay in an iron box went to the bottom and was lost Parties have been looking for the box at different times since but failed to find it as far as I know When the news of this disaster reached Col Wolseley he was greatly annoyed and blamed the voyageurs I explained to him that the captain of the company had ignored the voyageurs and had manned the boats with the soldiers only when they should have had a voyageur in the bow and one in the stern of each boat Then Col Wolseley issued a proclamation that hereafter no boat was to leave any dock without a voyageur in the bow and one in the stern This mandate was strictly enforced and the transport of supplies went on very satisfactorily The success of the water route relieved the pressure upon the waggon road, and much time was saved In due course the whole equipment reached Shebandowan which is practically the height of land and from this point onward the expedition moved freely

H. McKELLAR

MISS B. DOBIE

Girlhood Days of Earlier Port Arthur

By MISS BELLE DOBIE

Since asked to write on this subject there are two lessons, at least, I have learned—one on the destruction of anything that might be of use in the way of letters for reference, another, the need of keeping a diary—that alone would have simplified the whole thing

I suppose each and every girl thinks her girlhood days the happiest but it is doubtful if there were any happier days than those of fifteen or twenty years ago or more The solid pleasures were to be had, the stiffer conventionalities were almost unknown A girl figuring at a 'pink tea' or even opening the door at one, was never indulged in but the more healthful pleasures were popular such as tobogganing, skating and all other out-of-door exercises

But to really get started I suppose I should begin at the days of the discovery of Santa Claus, the night I sat up until twelve o clock to make sure he did not come down through the chimney—as I had been 'hearing things' That old Santa was a myth. 'He's just your father dressed up etc' I was rewarded for my curiosity and trouble of sitting up late, for sure enough he was an imaginary Santa Claus I must not forget to say the present he brought is still in my possession (a plate)—the cup and saucer belonging to the set were broken long ago The wonderful revelation was passed on to other young friends but the stocking was hung up religiously every Christmas eve, and has continued to do so ever since, only in a different way—hints etc

The girls and boys about this time looked forward much to Dominion Day, with its (Indian and Squaw) canoe races, walking the greasy pole, etc The lah and thumpian procession was of special interest to the girls—of seeing 'George Marks' (as we called him because we liked him) dressed up as an Indian He never failed to recognize us as he passed by, always waving his hand at us

For Dominion Day we laid in a special supply of fire crackers The first one awake in the morning was to call the rest of the crowd by means of the salute of a fire-cracker, and,

needless to say, the day was full to the brim with fun.

Another popular amusement with the girls was sailing on rafts made of logs nailed to a few boards and pushed along by means of a long pole. This particular amusement struck terror to the hearts of our fathers and mothers, for many a time were we blown out into the lake, and had to be rescued by the older ones.

Other amusements were rowing around under the docks, often having to duck our heads also fishing for minnows, catching polly wogs and putting them in bottles; searching for agates was of great interest to us, the finding of beetles and all sorts of other insects.

Trolling was great sport to the girls and also the boys as they expected to be invited in to supper, for helping take the fish off the hook. We often played truant to amuse ourselves in this way quite willing to take chances on being punished.

About the time mentioned our little public school, a long narrow building was situated in the old government yard, as it was called. The house was standing there until two years ago, when it was torn down to make room for the Pagoda and the Canadian Northern Hotel now under construction. Our school teacher in this building was Mrs. Langrell wife of Mr. E. P. Langrell now of Woodland, Manitoba, who was later a teacher in the Public School. The term spent in this school seems almost a blank. There is not even a strapping impressed on my memory. This must have been near the Santa Claus days—on the other side, I expect.

Later on as the village or town, grew larger a school was built on the present site of the Central public school with Mr. Langrill as teacher. An efficient one he was and we little appreciated his worth and patience for many were the pranks we played the discipline in those days requiring the patience of Job.

At the time I mention, our present Waverly Park was partly a swamp where we at recess used to ramble finding cranberries, raspberries—sometimes wild roses in the dryer parts. Quite distinctly, I remember when there was no Catholic cemetery, a grave in the park, of one of our school mates (Joseph Gremier). Often during recess we watched his sister Julia taking advantage of this opportunity by saying a prayer so devout was she—we were not quite so, I'm afraid—as we looked upon her as a sort of curiosity or character, when she made the Sign of the Cross.

Last year, when they were excavating for the new Collegiate Institute I quite expected to hear of our old school mates remains being unearthed, as there is no record of them ever having been removed as far as I know. This may sound

gruesome but I thought it might interest some of you.

To get back to the fun and pleasures of girlhood subject as we got more grown up, we had Hallowe'en parties, played tricks which consisted of tubs of water, in which we would dive for apples, or an occasional rap on a neighbor's door, or a tick tack on our own window. Then on St. Valentine's day, sweet messages were exchanged or ugly, home made ones instead,—sometimes written in the following flattering tones: "You break more looking-glasses than hearts," etc., but the glasses were just as hard to break as the hearts. Sometimes they lasted for years notwithstanding the rough usage.

With the Hallowe'en trick playing over, the exchanging of valentines past, our attention seemed to turn to other amusements. Occasionally a birthday party was indulged in — the young host or hostess supplying us with slips of paper, accompanying the name of a guest, supposed to be your side partner for the rest of the evening, which meant partner for the first dance,—or as many more as your generosity permitted for supper and partner to be escorted home,—whether congenial or not. In those days they were human, just as they are today and many a time we drew partners that caused us to smile outwardly and sometimes swear inwardly.

Then again there were neck tie parties, the neck tie being an excuse to draw a partner, an excellent thing for the bashful young man of a few years ago and perhaps a good suggestion for some of the present day.

Girls of the time mentioned were quite domesticated. They could sew, knit, bake, do many kinds of work from which they are now spared or deprived, I hardly know which to say. In these days there are so many labor saving devices.

As I have gradually reached the time of the more modern girlhood days, I find my subject getting threadbare and worn out, but I will not stop without mentioning that the amusements of the girls a number of years ago, were much more innocent than those of now-a-days, the minds of the twelve year old today comparing more with the seventeen year old of twenty years ago.

Such a thing as a "Bird's Opera Society," or "Children's Orchestra," as they have in Port Arthur and Fort William, would be unknown, and now I wish every Fort William and Port Arthur child as happy a girlhood as ours in the earlier days of Port Arthur.

BELLE DOBIE.

November 25th, 1910.

MR HARRY SELLERS

The Early History of the Handling and Transportation of Grain in the District of Thunder Bay

Paper by MR HARRY SELLERS

With the completion of the C P R line from Lake Superior to the West in 1883 means had to be provided for the handling of such grain as might be offered for sale or shipment East A temporary arrangement was first installed sheds being built for this purpose at West Fort William and Port Arthur No Five dock and Marks' dock being used also The first boat to take grain via Lake Superior from the North West was the S S Erin, Capt Sullivan, Master, who is still sailing on the Simla This was in the fall of 1883, a large portion of her cargo being transferred by cars from the Grain Sheds to Marks Wharf and loaded by wheelbarrows, thro' chutes made for the purpose and shovelled back The balance of the cargo was taken on in bags from No 5 dock a rather primitive and costly process as compared with modern methods It was, however, loaded, and that seemed to be the main point

The next step was the erection of the elevator known now as King's Elevator Port Arthur, a small one as compared with others 350 000 bushels capacity This building was started in the fall of 1883 and was ready for business for the crop of '84 The first boat to load at this building was the Acadian, Capt Malcolmson, Master Up to this date no serious idea seems to have been taken of the enormous productive qualities of the Great North West, but the crop of '84, showing such an increased percentage, it became imperative that something more should be done The result was the building at Fort William of Elevator "A", built by the B & B department of the Canadian Pacific Railway by the D Leary Bros in charge with a capacity of 1 000 000 bushels, with the ability to unload nine cars simultaneously, (this was true of the size of the cars at that time) The building was finished in sufficient time to take in grain of a portion of the '84 crop that is during the winter of '85 There was no great

quantity taken in, as owing to the lack of dredging in the Kaministiquia River, the outside channel and inside the river was somewhat tortuous the consequence being that Elevator "A" at Port William only received the overflow from the elevator at Port Arthur, the C P Ry boats refusing point blank to go up the river

The schooner "Sligo" owned by Messrs Graham & Horne, had the honor of being the first boat to take grain from the first elevator built at Port William in the early spring of 85. The writer weighed the grain the late John Carney was boatman Speaking from memory the cargo taken by the "Sligo" was 17 000 bushels This sounds small as compared with the present day loading, it being now no unusual thing for a vessel to come alongside an elevator and load 250 000 bushels

I have previously spoken of the objections made by the C P R boats to loading up the river the result being that we were compelled to load up the grain in cars, transfer them to Port Arthur and load them in the boat through the Port Arthur elevator Other boats seeing this were not slow to avail themselves of this privilege and as at that time most of the unloading was done in Port Arthur it saved them considerable time if they did not have to go to Fort William Up to this time more or less dredging had been done in the river, but with little attempt at system Mr J L Patton, Resident Engineer of the C P R took the position that there was sufficient depth of water in Port William and volunteered to pilot one of the C P R boats into Elevator "A" load and take her out The late S S "Algoma" was the one chosen Capt Moore Master She was duly loaded and taken out with little trouble This occurred about June 1885 After this boats continued to load with more or less regularity The crop of 85 or rather the portion that came through via C P R was only 1 500 000 the year following 86 much greater then came the crop of 87 an immense one exceeding all anticipations It came on a scene of unpreparedness both the Port Arthur and Fort William Elevators were filled up pretty well From the time we had been in operation, a month the shipments hardly equalling the receipts the consequences were that by January 1st, 1888, the elevators were filled up and to prevent a blockade on the road, the Grain Sheds were again utilized at Port Arthur and West Port William In addition to these an enormous shed was built immediately back of where Elevator "E" now stands to hold 800 000 bushels This was built by the C P R under the superintendence of Mr W F Ross Grain was unloaded into this shed as rapidly as it could be erected and covered, twenty gangs of men working night and day to relieve the congestion and by the time the carpenters were through the whole shed was filled up

Some idea may be formed of the immense amount of labor required to fill these sheds when it is stated that it all had to be loaded into wheelbarrows with hand shovels and wheeled to a distance of 80 to 120 feet 16 feet high, besides weighing each load over a platform scale Nevertheless each gang of four men unloaded three cars per day and working from 8 to 12 gangs continuously we unloaded from 50 to 60 cars per day and kept the railway line open There are men still in the elevators in Port Arthur and Fort William and some who are not working at these places, who will still retain a vivid recollection of this work how it was done in the depth of a very severe winter the snow that year being the deepest the writer has seen in 27 years

After the above experience elevators followed each other in rapid succession

Elevator 'B' Designed and built by Mr W J Ross, capacity 1 000,000 bushels was finished and ready for the 1889 crop This elevator since destroyed by fire (see photo) has been replaced by a modern fireproof house

Elevator "C" Storage house, filled from Elevator "A" Designed and built by Mr J A Jameson Capacity 1,250,000 bushels built in 1890 material wood

Elevator "D" Built in 97, by the Steel Storage and Elevator Construction Co of Buffalo, material steel, capacity 1 500 000 bushels working house destroyed by fire, since rebuilt and enlarged

Elevator "E" An annex to "B" built by the MacDonald Engineering Co , of Chicago, material steel, capacity 1,900 000 bushels

Up to this time 1902, all these facilities for handling grain had been built and erected by or at the instance of the Canadian Pacific Railway Now another factor appears upon the scene the Canadian Northern Railway They have now a line through from Port Arthur to Winnipeg and the West, and in March 1902 they were ready and receiving grain in their elevator at Port Arthur, now known as Elevator "A", built by Mr F A Jameson of Montreal 1,250 000 bushels capacity This plant has since been added to and now consists of two working houses combined capacity 2 000 000 bushels with fireproof tile storage capacity of 5,000 000 bushels total capacity 7 000 000 bushels For further description, see Appendix with photo attached

Following the Canadian Northern other elevators followed having no connection with any railway company and privately owned The Consolidated Ogilvies, The Western, Muirhead & Black's The Thunder Bay Davidson & Smith The latest addition is the G T P Elevator on the Mission River, Port William capacity 3 250 000 bushels, entirely fireproof, and considered to be of the most modern construction

* For further description of these last buildings, see Appendix.

To Summarize—The first grain so far as I am able to ascertain was shipped out from Flat warehouses from Port Arthur, on the Str. 'Erin,' in the fall of 1883. An elevator was built in Port Arthur to take care of the crop of '84, followed by the building of Elevator 'A' at Fort William.

Crop receipts in 1885 at this point amounted to 1,500,000 bushels. In 1887 it jumped to 4,500,000 bushels. These figures were not exceeded until 1892, when 5,100,000 bushels was handled. At the present time over 100,000,000 bushels are handled. The above figures are not total crop figures and take only into account what has passed Port Arthur and Fort William elevators; neither do they include what has been used as flour, seed, etc., in the west or gone through by other routes.

The total value of elevators in 1885 was ..... $ 340,000.00
The total value of elevators in 1910 is ..... $ 8,500,000.00

The two first elevators built still stand and are doing business today, that is King's Elevator at Port Arthur and Elevator 'A' at Fort William. I wish I could say as much for the old employees who were there 27 years ago. There is considerable change in the personnel of the staff. The late John Carney, also Wm. Blair and others, have seen their last car unloaded and their last boat depart. There are still some of the old gang left who remember the time when the bush was close to the elevator and the river was used more by the pickerel, perch and pike than it was by the boats. The names that come readiest to my mind are Jas. Davidson, John McAvay, Jos. Redden, John Riddell, W. Irwin, and lastly, Mc M. Sellers, who was General Superintendent of the C. P. R. System for the first period of twenty years.

HARRY SELLERS,
Supt. P. A. Elev. Co.

Port Arthur, Nov. 25th, 1910.

APPENDIX

Statement showing elevators at Fort William and Port Arthur, giving their style of construction, capacity, etc.

FORT WILLIAM

C. P. R. TERMINAL ELEVATOR

Concrete and steel. Workhouse capacity 750,000 bushels. Storage capacity 2,500,000 bushels.

BLACK AND MUIRHEAD ELEVATOR

Wood. Capacity 110,000 bushels.

WESTERN TERMINAL ELEVATOR

Tile and steel Workhouse capacity 700,000 bushels, Storage capacity 780,000 bushels

CONSOLIDATED ELEVATOR

Description as above. Also Annex, concrete and steel. Capacity 610,000 bushels.

OGILVIE ELEVATOR

Steel workhouse Capacity 400,000 bushels. Annex, reinforced concrete and steel Capacity 490,000 bushels.

EMPIRE ELEVATOR

Wood workhouse Capacity 500,000 bushels Annex, tile Capacity 1,200,000 bushels

DAVIDSON & SMITH

Wood. Capacity 80,000 bushels

C. P. R. ELEVATORS

"B" Tile. Capacity 482,000 bushels

"E" Steel tanks (Storage Annex to "B"). Capacity 1,976,000 bushels.

"A" Wood Capacity 1,039,800 bushels

"C" Wood. Capacity 1,195,000 bushels.

"D" Tile Capacity 336,000 bushels. Steel storage Capacity about 1,500,000 bushels

PORT ARTHUR

C. N. R. ELEVATORS

"A" Wood Capacity 1,000,000 bushels

"B" Wood Capacity 750,000 bushels

Storage part 160 tile tanks. Capacity 4,500,000 bushels

THUNDER BAY TERMINAL ELEVATOR

Workhouse, wood Capacity 360,000 bushels. Storage part concrete tanks. Capacity 1,140,000 bushels

KING ELEVATOR

Workhouse, wood. Capacity 250,000 bushels. Storage part, concrete tanks, tile cupola Capacity 500,000 bushels

ELEVATOR S FORT WILLIAM BUILT IN 1883 (SINCE DESTROYED BY FIRE)
INTERIOR CANADIAN NORTHERN ELEVATOR PORT ARTHUR
CANADIAN NORTHERN ELEVATORS PORT ARTHUR

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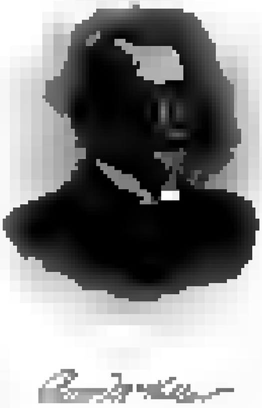
Reports of Officers

Papers of [illegible]



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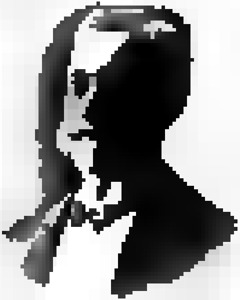

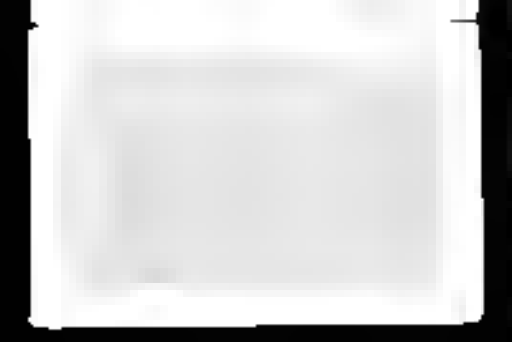

The Holy Ghost and Fire
Baptism with the Holy Ghost and Fire

By William Marrion Branham